MEMO

DATE: July 6, 2006

TO: Transportation and Communications Committee

FROM: Bob Huddy, Transportation Program Manager, 213-236-1972, huddy@scag.ca.gov

SUBJECT: Report on the Draft 710 Tunnel Feasibility Study

SUMMARY: The Los Angeles County Metropolitan Transportation Agency (LACMTA), with staff participation from SCAG, Caltrans, the Cities of Alhambra, La Canada, Los Angeles, Pasadena, San Marino, and South Pasadena, has completed the Draft Route 710 Tunnel Technical Feasibility Assessment Report. This report examines the technical feasibility of a tunnel alternative for completion of the 710 Gap Closure from Valley Blvd., in the City of Los Angeles, to California Blvd., in the City of Pasadena. LACMTA staff will give a brief overview of the findings of this assessment.

BACKGROUND

The 2004 Regional Transportation Plan includes completion of the 710 Gap Closure from Valley Blvd., in the City of Los Angeles, to California Blvd., in the City of Pasadena. This project is identified as 1 HOV lane and 3 mixed flow lanes in each direction. The project provides significant regional benefits but has had extensive local opposition to a surface or cut and cover alternative in the City of South Pasadena. The project has also been the subject of a history of litigation concerning the surface alternatives.

After a series of community meetings with the affected corridor cities conducted by District Director of Caltrans, Doug Failing, the Executive Director of SCAG, Mark Pisano, and the Chief Executive Office of the LACMTA, Roger Snoble on the possibility of using a tunnel option to complete the 710 Gap Closure, LACMTA contracted with Parsons Brinckerhoff to do the Route 710 Tunnel Technical Feasibility Assessment. LACMTA put together a Technical Committee of the agencies and impacted corridor cities to review the consultant work. The Draft Technical Assessment was issued for public review in June 2006 and a public workshop on the Assessment was held on June 22, 2006.

A wide variety of alternative full tunnel options were developed for the assessment and extensive analysis of technical, geologic, preliminary environmental scoping, traffic, and financing issues was done by the consultants. The Assessment found that given the current technology and the known conditions in the corridor, it would be feasible to consider the completion of the 710 Gap Closure using a full tunnel option. Final development of a full tunnel option, as a preferred alternative to complete the 710 Gap Closure, will still require significant additional environmental analysis, design and engineering work.

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